

**4-3-040 COMMERCIAL CORRIDOR BUSINESS DESIGNATIONS:****A. PURPOSE:**

These regulations establish development standards to implement the Commercial Corridor Comprehensive Plan designation and establish “business districts.” These regulations guide the redevelopment of strip commercial urban forms into more concentrated urban forms, provide for design guidelines for residential development within the district, enhance the pedestrian environment, make the commercial environment more attractive, improve the City’s tax base, and result in a more successful business district. (Ord. 5191, 12-12-2005)

**B. APPLICABILITY:****1. Renton Automall District.**

**a. Automall Area A:** That area bounded by Grady Way S. on the north, Rainier Avenue S. (SR-167) on the east, I-405 on the south, and Seneca Avenue S. on the west; and

That area bounded by S.W. Grady Way on the north, Raymond Avenue S.W. on the west, Seneca Avenue S.W. on the east, and the alley midway between S.W. Grady and SW 12th Street, on the south.

**b. Automall Area B:** That area along the south side of S.W. Grady defined by the alley between S.W. Grady Way and S.W. 12th Street on the north, Seneca Avenue S.W. on the east, Raymond Avenue S.W. on the west, and I-405 on the south;

That area along the south side of S.W. Grady Way west of Raymond Avenue S. between S.W. Grady Way on the north, Raymond Avenue S. on the east, a north/south line approximately four hundred feet (400') east of Raymond Avenue S.W. on the west, and I-405 on the south;

That area along the north side of S.W. Grady Way west of Lind Avenue S. bounded by S.W. Grady Way on the south, Oakesdale Avenue S.W. on the west, S.W. 10th Street on the north, and Lind Avenue S.W. on the east;

That area along the north side of S.W. Grady Way between Lind Avenue to the west and Rainier Avenue S. on the east. Beginning at a point approximately four hundred feet (400') north of S.W. Grady Way along the east side of Lind Avenue S.W. on the west, then east for a distance of approximately three hundred twenty five feet (325'), then south to a point approximately one hundred eighty feet (180') north of S.W. Grady Way, then east from this point parallel to S.W. Grady Way to a point approximately ninety feet (90') west of Rainier Avenue S., then north from this point approximately sixty feet (60'), then west approximately fifty feet (50'), and then north approximately two hundred fifteen feet (215') and then east approximately one hundred sixty feet (160') to Rainier Avenue S. on the east;

That area north of South 7th Street and west of Hardie Avenue generally described as the area beginning at the northwest corner of South 7th Street and Hardie Avenue S. and then proceeding west approximately four hundred twenty five feet (425'), then north approximately four hundred fifty feet (450') to the southern edge of the Burlington Northern Railroad right-of-way, then east

along the railroad right-of-way approximately two hundred thirty five feet (235') to Hardie Avenue and then south along Hardie Avenue to the beginning point;

That area north of South 7th Street between Hardie Avenue on the west, the Burlington Northern Railroad right-of-way on the north, and Rainier Avenue on the east;

That area north of South 7th Street between Rainier Avenue S. on the west, a line approximately one hundred ninety feet (190') north of and parallel to South 7th Street on the north, and Shattuck Avenue S. on the east;

The triangular area on the south side of South 7th Street between Hardie Avenue on the west and Rainier Avenue on the east;

The larger area north of S. Grady Way between Rainier Avenue on the west and Shattuck Avenue S. on the east between South 7th Street on the north and S. Grady Way on the south;

That area north of S. Grady Way between Shattuck Avenue S. on the west, the northern edge of the former railroad right-of-way approximately one hundred fifty feet (150') north of S. Grady Way, and Talbot Road/Smithers Avenue S. on the east;

That area along the south side of S. Grady Way between SR-167/Rainier Avenue S. on the west and a north/south line approximately one thousand six hundred thirty feet (1,630') east of SR-167 on the east, S. Grady Way on the north, and on the southwest along S. Renton Village Place approximately one hundred seventy five feet (175') to the 1998 zoning boundary between the CA Zone and the CO Zone on the south; and

That area along the south side of S. Grady Way east of Talbot Road bounded by Talbot Road on the west, S. Grady Way on the northwest, Renton City Hall on the north/northeast, Benson Road S. on the east/southeast, and the I-405 right-of-way on the south.

2. N.E. Sunset Boulevard Business District: That area (RMC [4-3-040H](#)) along NE Sunset Blvd. from east of Duvall Ave. NE to west of Union Ave. NE.

3. Northeast Fourth Business District: That area (RMC [4-3-040I](#)) along NE 3rd and 4th Streets between Queen Ave. NE on the west and Field Ave. NE on the east.

4. Rainier Ave. Business District: The area (RMC [4-3-040J](#)) ~~north of South 2nd Street on the north and along Rainier Avenue to Airport Way on the north and to the Houser railroad trestle on the south~~ to where it abuts the Renton Automall District. (Amd. Ord. 4839, 5-8-2000)

5. Puget Drive Business District: The area (RMC [4-3-040K](#)) along Benson Road South and Puget Drive South that is south of Interstate 405 and north of the intersection of Puget Drive South and Benson Road South. (Ord. 5191, 12-12-2005)